註釋

一般

1. 抵港船隻船次統計數字計算至最接近的十位，而淨註冊噸位、貨物和貨櫃吞吐量是計算至最接近的千位。由於進位關係，本報告中所列的個別數字之和可能不等於其總數。然而，變動百分率及比重百分率則均以未經進位的數字計出。

2. 除非另有說明，括號內的數字指與前一年同期比較的變動百分率。

3. 以下是一些常用的術語及簡寫的意思：

   NRT = 淨註冊噸位

   TEU = 二十呎標準貨櫃單位

船次統計

資料來源

4. 船隻進口統計資料乃根據船公司或代理人向海事處申報船舶入口資料時所遞交的申報表編製而成。

5. 1999年10月開始，有關遠洋輪船的主要貨物裝卸區和主要停泊地點，資料取自海事處船舶交通管理系統所保存的船隻活動報告。

資料定義

6. 1993年開始，遠洋輪船和內河船隻的定義已作修改。新定義是視乎其停靠港口是否在內河航限範圍內。

7. 根據《船舶及港口管制條例》(第313章)所訂，內河船隻是指進出香港與內河航限內的港口之間的船隻。

8. 船隻在進入香港水域後可能停泊多過一個地點。若船隻來港的主要原因是裝卸貨物，則最昂貴的停泊地點會被視為主要的貨物裝卸地點和主要的停泊地點，當中以貨櫃碼頭居首位，隨後是泊位和倉庫碼頭、公眾貨物裝卸區、浮泡和碇泊處。若船隻來港的主要原因不是裝卸貨物，其主要停泊地點則為停留時間最長的地點。

EXPLANATORY NOTES

General

1. Statistics on the number of vessel arrivals are rounded to the nearest ten, while those on net register tonnage, cargo and container throughput are rounded to the nearest thousand. Owing to rounding, figures shown in the tables may not add up to the respective totals. However, percentage changes and percentage shares are calculated from unrounded figures.

2. Unless otherwise specified, figures in brackets refer to percentage changes over the same period in the preceding year.

3. The meanings of some commonly used terms/abbreviations are listed below:

   NRT = Net Register Tonnage

   TEU = Twenty-foot Equivalent Unit

Vessel Statistics

Data Sources

4. Vessel arrival statistics are based on the declaration forms submitted by shipping companies/agents to Marine Department for declaring entry.

5. Starting from October 1999, information on the main cargo handling location and main berthing location in respect of ocean vessels are extracted from the trip activity report kept in the Marine Department's Vessel Traffic Management System.

Data Definitions

6. Starting from 1993, ocean vessels and river vessels have been redefined according to whether or not their ports of call are beyond the river trade limits.

7. In accordance with the Shipping and Port Control Ordinance, Cap. 313, Laws of Hong Kong, river vessels refer to those travelling between Hong Kong and ports that are within the river trade limits.

8. A vessel may berth at more than one locations after entering into the Hong Kong waters boundary. If the main reason of call of the vessel is for loading/discharging cargo, both the main cargo handling location and the main berthing location will be the most costly location, with Container Terminals ranking first, followed by Berths and Wharves, Public Cargo Working Areas, Buoys and Anchorages. If the main reason of call is not for loading/discharging cargo, the main berthing location will be the one with the longest stay.

資料限制

9. 遠洋客船進港數字包括在內河航限以外水域行駛的遊樂船隻。但是，有些代理人並無申報這些船隻的淨註冊噸位資料給海事處，導致遠洋客船和遠洋輪船的淨註冊噸位數字在某程度上可能低於實際數字。

10. 1999年以前，內河貨船統計資料包括一些在內河航限內行駛及有通知海事處的本地持牌遊樂船隻和漁船。由於這個數目微不足道，自1999年起，這些船隻類別不再納入內河船隻統計資料內。

11. 內河客船的抵港次數實際指船隻停泊於港澳客運碼頭和中國客運碼頭的次數。由二零零三年九月起，數字已包括海天客運碼頭的統計資料。

12. 抵港次數與停泊碼頭的次數或許不同，因為船隻可能在同一次航程中停泊多於一個地點。

Data Limitations

9. The number of ocean passenger vessel arrival includes pleasure vessels plying beyond the river trade limits. However, as some of them do not report NRT data to Marine Department, the NRT total for ocean passenger vessels and ocean vessels as a whole may be under-estimated to a certain extent.

10. Before 1999, river cargo vessel statistics included some locally licensed pleasure vessels and fishing vessels known to be plying within the river trade limits. As the number is insignificant, river vessel statistics do not include these categories of vessels as from 1999.

11. The figures on arrivals of river passenger vessels in fact refer to the number of berthings at the Macau Ferry Terminal and the China Ferry Terminal. As from the reference month of September 2003, figures have included the statistics for SkyPier.

12. The number of berthings may differ from the number of arrivals because a ship may berth at more than one locations in a single trip.

貨櫃吞吐量

資料來源

13. 在1998年以前，經由遠洋輪船在貨櫃碼頭裝運貨櫃的統計資料是由碼頭經營者直接提供，而經由遠洋輪船在其他地點裝運的貨櫃數字，則根據海事處所收到的船隻一般事項申報表編製而成。至於經由內河船隻裝運貨櫃的統計資料，主要來自河運貨物艙單。

14. 由1998年起，碼頭經營者不再提供經由遠洋輪船在貨櫃碼頭裝運的載貨貨櫃統計資料，而有關資料改由政府統計處根據貨物艙單編製而成。現時，貨櫃吞吐量統計資料，除了經遠洋輪船處理的空貨櫃數據以外，皆由政府統計處編製。

資料定義

15. 船隻在進入香港水域後可能停泊多過一個地點。若船隻來港的主要原因是裝卸貨物，則最昂貴的地點會被視為主要的貨物裝卸地點和主要的停泊地點，當中以貨櫃碼頭居首位，隨後是泊位和倉庫碼頭、公眾貨物裝卸區、浮泡和碇泊處。若船隻來港的主要原因不是裝卸貨物，主要停泊地點為停留時間最長的地點。

Container Throughput

Data Sources

13. Before 1998, statistics on container throughput handled by ocean vessels at Container Terminals were directly obtained from the terminal operators, while those handled at other locations were compiled based on the General Declaration Forms submitted to Marine Department. For statistics on container throughput by river vessels, they were principally based on river cargo manifests.

14. As from 1998, statistics on laden containers handled by ocean vessels at Container Terminals are no longer based on the operators' returns, but compiled by C&SD based on cargo manifests instead. All container throughput statistics, except empty containers handled by ocean vessels, are now compiled by C&SD.

Data Definitions

15. A vessel may berth at more than one locations after entering into the Hong Kong waters boundary. If the main reason of call of the vessel is for loading/discharging cargo, both the main cargo handling location and the main berthing location will be the most costly location, with Container Terminals ranking first, followed by Berths and Wharves, Public Cargo Working Areas, Buoys and Anchorages. If the main reason of call is not for loading/discharging cargo, the main berthing location will be the one with the longest stay.

貨物吞吐量

資料來源

16. **河運方面的貨運統計資料過去是由港口及航運局編製。由1998年開始，海運和河運貨運統計資料皆由政府統計處根據貨物艙單托運資料抽樣編製而成。**

Cargo Throughput

Data Sources

16. Cargo statistics in respect of river trade used to be compiled by the Hong Kong Port and Maritime Board. As from 1998, both seaborne and river cargo statistics are compiled by the Census and Statistics Department (C&SD) based on a sample of consignments on cargo manifests.

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